OTH CREWS HOPEFUL OF VICTORY IN RACE FOR AMERICA'S CUP

(Continued From Third Page.)

ckey Diaper, who had bashfully used to tell his name. "But he is coming back again. Not ever, is the last race he sails for the

writing man bit-and asked cause there ain't to be no races any more," said the grinning. "The races are all to be on sailor. "The races are all to be on the side after this, when you are coming to get the cup from us. That's that! But arsk him how he liked his four years on Mr. William Hohenzelera's yacht Meteor." M. Diaper fied. And though another veteran of former races is Mate Jim Gilbey, the most notable group in Shamrock's crew will be the seven Diapers. Southampton, brothers, cousins. rock's crew will be the seven Diapers of Southampton, brothers, cousins, father and son, headed by Capt. Alfred. He is the skipper of the "35-metre boat," the prettily designed "trial horse," built theoretically like an America's Cup defender and brought over by Lipton to this country to aid in putting the Shamrock IV. In tune. Capt. Turner is to take eight men from the 28-metre beat to add to the twenty-seven he

declared:
"One of those eight, I am. I'll pull on a sheet with the newest boy you've got. But I'm to be in the Shamrock's crew."

boat to add to the twenty-seven he now has on the Shamrock. And when Capt, Alfred Diaper, master of sall on any ocean, heard it, he up and

MEN OF SHAMROCK OLDER THAN THOSE OF RESOLUTE. His offer was accepted and the tribe of Diaper glowed with pride in their kinsman's spirit. The men of the Shamrock average three years older than those of the Resolute. They look older. Every one of them has sailed in races around the Isle of Wight more times than he can

Every man of them is a hand-picked saflor man, known to Capt. Turner for years. Turner has always been sailing master for William T. Burton, amateur skipper on Sir Thomas's boat, but he has always been a student of the crews of his opponents. When six months ago he had the test of collecting a grow for had the task of collecting a crew for Shamrock IV., he sent for the best men he knew—not only those who had salled under him but those of whose good work he knew on boats salled against him.

None very many of the crews who

Many, very many of the crews who sailed the old Shamrocks lost their lives in the great war. Practically every man in this year's crew saw service on North Sea mine sweepers. There are citations and decorations among them, Capt. Turner says, but he has not been able yet to find out who holds them.

Service men are in the majority on the Resolute as well. Pounding "rotten brick" into fine dust for the polishing of the bronze bottom of the Resolute, Able Seaman Martin Nelson was dis-covered sitting on a wedge block in the chade of the boat. Able seaman he is now. But two years ago he was

Sergt. Nelson of the 17th Engineers, 82d Division, and on very different duty. Asked how he liked the contrast, Able Seaman Nelson is served war was never like this," and went on pounding rotten brick.

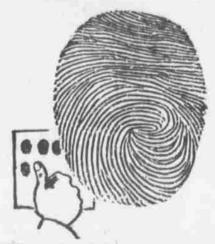
Capt. Christopher Christensen, saling master for the Resolute under Amateur Skipper Charles Francis Adams 2d. is of the opinion that the great Hing in a crew is teamwork. To that end he does not want his men to be conscious of their individualities except as to the work he assigns them to do. He refused, with the approval of Mr. Emmons to-day to furnish a list of their names or to sllow yistors to their quarters on the Tob. Most of his crew came from South Brooklyn homes and the rest from scattered points along the coast. They were sent to him by American, yachts men who wrote freely of their ability, and loyalty.

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